

FULL NAME	DUTY TO COOPERATE	LEGALLY COMPLIANT	SOUND	WHICH PART	WHICH PARAGRAPHS	WHICH POLICY	WHICH POLICY MAP	WHICH DIAGRAM	WHICH TABLE
Mr Christopher Bennett	No	No	No	Policy, Paragraph	2.123 and 2.124	DS1			

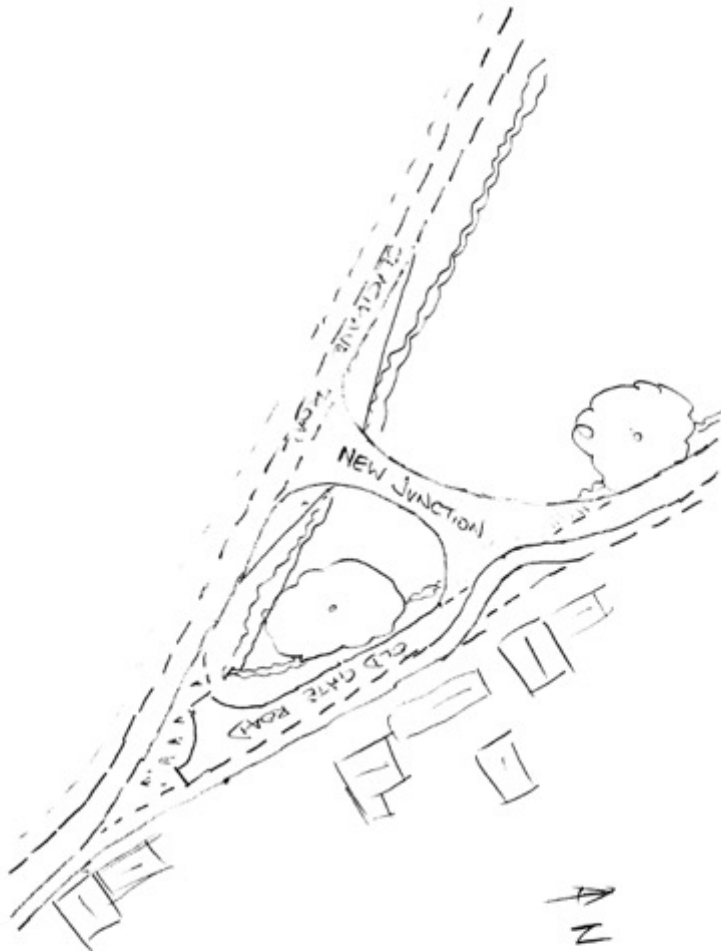
WHY PLAN NOT SOUND	MODIFICATIONS	HEARINGS	HEARING SESSIONS
See attachments	See Attachments	No	
COULD YOU PLEASE CONFIRM THAT YOU HAVE RECEIVED THE THREE ATTACHMENTS			

**From:** Chris Bennett [REDACTED]  
**Sent:** 16 August 2021 12:17  
**To:** localplans@charnwood.gov.uk  
**Subject:** Re: Charnwood Local Plan - Consultation Response Attachements  
**Attachments:** Comments on Charnwood Local Plan.pdf; Comments on Policy and Paragraphs of CLP.pdf

Hopefully you will be able to open these copies. I have sent them as .PDF.

Regards

Chris Bennett



On 15 Aug 2021, at 19:42, [localplans@charnwood.gov.uk](mailto:localplans@charnwood.gov.uk) wrote:

Dear Mr Bennett,

Thank you for submitting your response to the local plan consultation. We have tried to retrieve the file/s you attached to your response but our IT system is unfortunately not allowing us to. We understand that this is because there are %, &, + symbols in the file name which our system does not allow. We would be grateful if you could email a copy

of the files to us so that we can have your complete submission and apologise for asking for this extra work on your part.

We look forward to hearing from you.

Kind regards  
Planning Policy

Data Protection For information about how and why we may process your personal data, your data protection rights or how to contact our Data Protection Officer, please view our [Privacy Notice](#).

## GENERAL COMMENTS ON THE ISSUES THAT 90 NEW HOUSES BRING

If the developments HA67 and HA68 are to take place then the following issues need to be taken into account when deciding whether to designate this land for development.

1. There will be an increase traffic movements on the already dangerous A46 junction. This junction has seen an increase in the intensity of traffic movements caused by the recently opened Leicester City training facility.
2. The junction at the bottom of Old Gate Road has a bad configuration with dangerous turning and sightline characteristics and would not deal with any more traffic. Any development would need to fund a new link junction c50m further up Seagrave Road and the associated sustainable drainage solution for it. Sketch plan attached.
3. Green field land take. Why is the farm at the bottom of Old Gate Road excluded from the proposals when this is clearly a brown field site which could be used to increase the frontage and reduce the depth of the development and the green field take.
4. There would be a much increased chance of flooding in the village by the developments impermeable area off Old Gate Road draining into the culvert that runs along the south edge of the Green. Houses on the south side of The Green are low lying and have been subject to flooding in the past. The extent of flooding appears on the GOV.UK long term flood risk maps. It may lay Charnwood BC at increased risk of litigation if they ignored this problem.
5. The village has no playing field, play area or equipment. The addition of the 90 houses could mean a similar number of children with nowhere to play but the adjacent busier roads.
6. The electricity supply to the village is fairly fragile as we often suffer loss of supply. If the new development encompasses the move to electric and electric cars this will put an enormous strain on the service.
7. The areas HA68 and HA69 look as though they lend themselves to being connected in the future by another 60-70 houses being built on the connecting green fields further destroying the environment and biodiversity.
8. The village has grown slowly over a number of years with infill developments of say 10 houses at a time fitting into its character. Over a short period of time, two years, 2029-2031, (CLP Appendix 2) to increase the size of the village by c40% would risk destroying the character and make a mockery of the conservation area. A more sympathetic release of land in small packages would be more in keeping with a holistic growth and give chance for the facilities to catch up. The release of land in parcels up to about 100m depth from road frontage would enable more sympathetic cul-de-sac type developments to occur and allay fears of the loss of the biodiverse north green fields to hard developments. It might also give the opportunity to create play facilities.
9. In some areas in Charnwood poorly designed developments with a high density of housing and limited availability for the parking of householders cars have caused chaos on adjacent roadways and a marked reduction in road safety. Visitor parking to 90 houses could overspill onto adjacent roads and The Green.
10. The walking facilities are non-existent or poor to neighbouring villages and services. Footway access to Rearsby for other services is dangerous at two locations. There is no footway over the river Wreake bridge and also after the crossing in Rearsby. Persons have to walk on a busy road at two poor visibility locations. Accessibility is restricted for wheelchair users as the footway is of limited width in places and the raised footway has a parapet on one side only.

11. Facilities for healthcare via a bus service are realistically only available at Syston Health Centre which is under pressure of numbers already and with large developments planned for Syston this will only made worse.
12. The site on Hoby road does have a brown field area on it. I thought this area did support local employment and wouldn't like these opportunities taken out of the village.
13. The area HA68 contains a large Victorian house. Is this house to be knocked down with its associated outbuildings or is the area for new development going to be restricted and hence be of a higher density of houses per hectare.

Measure to mitigate these points must be put in place before any development takes place so the village is sure they will be done.

Chris and Penny Bennett

[REDACTED]

14 August 2021

## COMMENTS ON PARTICULAR POLICY/PARAGRAPHS OF THE CHARNWOOD LOCAL PLAN

Charnwood Local Plan	Comment
<b>Policy DS1</b> We will support sustainable development that:	
<ul style="list-style-type: none"> <li>• contributes towards meeting our needs for housing, employment and town centre uses within the defined Limits to Development and allocations defined in this plan;</li> </ul>	Meets some criteria
<ul style="list-style-type: none"> <li>• minimises the need to travel, particularly by private car, and prioritises public transport, walking and cycling;</li> </ul>	<p>Fails to meet this criteria</p> <p>I thought that the bus service had been cut to a response service but the Centrebus website shows there are 6 buses a day to Melton, Syston and Leicester. This may be a temporary COVID difference. If there are 6 buses they are at 2 hour intervals and the commuter buses are very early relative to normal working hours. (7:00 one way and 7:45 the other and late back from Melton 18:30)</p> <p>Footway access to Rearsby for other bus services etc. is dangerous at two locations. There is no footway over the river Wreake bridge and also after the crossing in Rearsby. Persons have to walk on a busy road at two poor visibility locations. Accessibility is restricted for wheelchair users as the footway is of limited width in places and the raised footway has a parapet on one side only.</p> <p>Both of these factors push new residents to private car journeys.</p> <p>There are no direct bus routes to the main economic/cultural centre (Loughborough).</p>
<ul style="list-style-type: none"> <li>• protects the intrinsic character of the Countryside;</li> </ul>	Fails to meet criteria by paving over fields
<ul style="list-style-type: none"> <li>• maintains the functions of Green Wedges and Areas of Local Separation;</li> </ul>	Meets criteria
<ul style="list-style-type: none"> <li>• safeguards and delivers a net gain in biodiversity;</li> </ul>	Fails to meet criteria by paving over wildlife corridors
<ul style="list-style-type: none"> <li>• supports Loughborough as the main social, economic and cultural focus within the Borough and its compact and walkable town centre;</li> </ul>	<p>Fails to meet criteria as to get to Loughborough as you have to cross the dangerous A46 or take a bus into Leicester then out to Loughborough.</p> <p>This increases the likelihood of private car journeys.</p>
<ul style="list-style-type: none"> <li>• supports the vitality and viability of the Town Centre, District Centres and Local Centres to serve the day to day needs of their communities;</li> </ul>	Little support to the town centre is likely from these developments due to the transport factors discussed above.

<ul style="list-style-type: none"> <li>• supports the regeneration and economic success of urban areas;</li> </ul>	Fails to meet criteria
<ul style="list-style-type: none"> <li>• makes efficient use of land including using brownfield or underused land and buildings;</li> </ul>	Fails to meet criteria as majority of areas are virgin greenfield
<ul style="list-style-type: none"> <li>• safeguards services and facilities;</li> </ul>	May safeguard bus service
<ul style="list-style-type: none"> <li>• contributes to local priorities identified in neighbourhood plans; and</li> </ul>	Fails to meet criteria as it contradicts the Thrussington local plan
<ul style="list-style-type: none"> <li>• is in accordance with the policies in this plan.</li> </ul>	
Development will be directed to those locations of the least environmental or amenity value and to locations within the Borough at the lowest risk of flooding, applying the Sequential Test where applicable, and if necessary, applying the Exception Test.	Fails to meet criteria as areas are of environmental value and will add to the risk of flooding within the existing village. See Comments on the Local Plan attached for detail.
Development proposals should conserve and enhance the built and natural environment, protect biodiversity and mitigate and adapt to climate change in accordance with policies in this plan.	Fails to meet criteria as it doesn't conserve and enhance the natural environment or protect biodiversity

<p><b>HA67 44 Hoby Road, Thrussington</b></p> <p><b>2.123.</b> Site HA67 is located close to the Thrussington Conservation Area and to the village pond which is a Local Wildlife Site and capable of supporting great crested newts. For this reason, it is particularly important that biodiversity net gain is achieved on site in this location rather than through off site contributions, in accordance with Policy EV6.</p>	<p>Not sure how this can be achieved by paving over grassland but I am in agreement with principle.</p>
<p>Policy DS3(HA67) 44 Hoby Road, Thrussington</p> <p>We will support development proposals at site HA67 that:</p> <ul style="list-style-type: none"> <li>• maintain and enhance grassland habitats and utilise sustainable drainage systems to enhance the habitat value of the site and its connectivity with the village pond; and</li> <li>• are accompanied by a Design and Access Statement, or similar document, that sets out how the development will maintain and enhance the significance of the heritage assets and their setting, including: <ul style="list-style-type: none"> <li>• the protection of the setting of the Conservation Area; and</li> <li>• the use of a bespoke design approach that is informed by the Conservation Area Character Appraisal, particularly in relation to street layout.</li> </ul> </li> </ul>	<p>Not sure how this can be achieved by paving over grassland.</p> <p>The development is well away from the conservation area but to reflect the style of the village centre would be positive.</p>



<p><b>HA68 Land off Old Gate Road, Thrussington</b></p> <p><b>2.124.</b> Site HA68 Land off Old Gate Road, Thrussington is located close to a number of nationally and locally listed buildings and the Thrussington Conservation Area</p> <p>Chapter 2 Development Strategy</p> <p>Charnwood Local Plan 2021-37 Pre-Submission Draft July 2021 67</p> <p>Policy DS3(HA68) Land off Old Gate Road, Thrussington</p>	
<p>We will support development proposals at site HA68 that are accompanied by a Design and Access Statement, or similar document, that demonstrates how the development will maintain and enhance the significance of the heritage assets, within and adjacent to the site, and their settings including:</p> <ul style="list-style-type: none"> <li>• the protection of the setting of the heritage assets within and adjacent to the site through appropriate screening;</li> <li>• making use of a bespoke design approach that is informed by the Conservation Area Character Appraisal; and</li> <li>• making use of the topography of the site and walking and cycling routes through it to enable the village's heritage assets to be appreciated by people using those routes</li> </ul>	<p>Would have thought that screening wasn't necessary and would detract from the CA. It is better to follow the next point on bespoke design.</p> <p>This can't be achieved as the area doesn't link up with any circular routes.</p>

Penny and Chris Bennett

4, Ferneley Rise, Thrussington 12<sup>th</sup> August 2021